Bike Owner's Manual and Assembly Guide

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PUBLIC

Mass Transit for One

Letter from PUBLIC

Safety and Civility: Why a Red Bell Matters

Our bikes have been specifically designed for safe city riding. We've included features such as European style upright handlebars, tires with reflective strips, solid brakes, and really strong steel frames. But these do not really make bicycling safe. Nor does a helmet. The most important element is your own good sense and awareness, and the respect you give to conditions, and to the other brothers and sisters on the road, and maybe our Federico Red Bell *(see website to order)*. Why? It will help you communicate to other riders and pedestrians with a pleasant tone. It is pretty. It is a gentle reminder to converse with respect. It may be the antidote to road rage and confrontation. It might remind us to smile. It is a symbol of civility.

We envisage a day when bicyclists and pedestrians and cars can co-exist with a little more respect and civility. What if car drivers' first thought when seeing someone on a bike was, "How great, there is one less person in a car causing congestion on my daily commute." What if bicyclists' first thought upon seeing cars crowding a street was, "Too bad those people don't have smart public transportation as an alternative to their cars." The 20th century has left most of us with cities that are not as friendly to pedestrians and bicyclists as they are to cars. But this is all changing for the better, and we are part of this movement in our own civil way.

Thanks for being part of PUBLIC.

Rob Forbes
Founder

This *Bicycle Manual* and *Assembly Guide* are included to help make your PUBLIC bicycle experience as simple and safe as possible. A lot of it is written for the industry by the industry and it not so consumer friendly. We also offer your some additional assistance. Please call us at **1-888-450-0123.** We will always have someone on hand to answer your call **Monday–Friday between 9AM and 5PM PST.** You may also find our website **www.publicbikes.com** helpful with FAQ's, assembly videos, and more.

Like all bikes PUBLIC Bikes require routine maintanence. We recommend visiting your local bike shop for a tune-up every 3-6 months depending on how often you ride.

Contents

Call-Out Illustration 2

General Warning 3
- A Special Note to Parents 3

Bicycle Assembly Steps 4

First 8
- Bicycle Fit 8
- Safety First 8
- Mechanical Safety Check 8
- First Ride 10

Safety 10
- The Basics 10
- Riding Safety 11
- Off-road Safety 12
- Wet Weather Riding 12
- Night Riding 12
- Changing Components or Adding Accessories 13

Fit 14
- Standover Height 14
  - Diamond Frame Bicycles (D, V) 14
  - Step-through Frame Bicycles (M, C) 14
- Seat Position 14
- Handlebar Height and Angle 16
- Control Position Adjustments 16
- Brake Reach 16

Tech 17
- Wheels 17
  - Front Wheel Secondary Retention Devices 17
  - Removing and Installing Wheels 17
    - • Removing a Front Wheel 17
    - • Installing a Front Wheel 18
    - • Removing a Rear Wheel 18
    - • Installing a Rear Wheel 18
- Brakes 18
  - Brake Controls and Features 19
  - How Brakes Work 19
- Shifting Gears 20
  - How an Internal Gear Hub Drivetrain Works 20
    - • Shifting Internal Gear Hub 20
    - • Which Gear Should I Be In? 20
    - • What If It Won't Shift Gears? 21
  - How a Derailleur Works 21
    - • Shifting Derailleur Gears 21
    - • Which Gear Should I Be In? 21
    - • What If It Won't Shift Gears? 21
- Pedals 22
- Tires and Tubes 22
  - Tires 22
  - Tire Valves 23

Service 24
- Service Intervals 24
- If Your Bicycle Sustains An Impact 25

Appendix A
- Fastener Torque Specifications 26

Warranty 26

Bicycle Owner's Manual

MY2012 // Model Year 2012
Modified from BPSA 9th Edition, 2007

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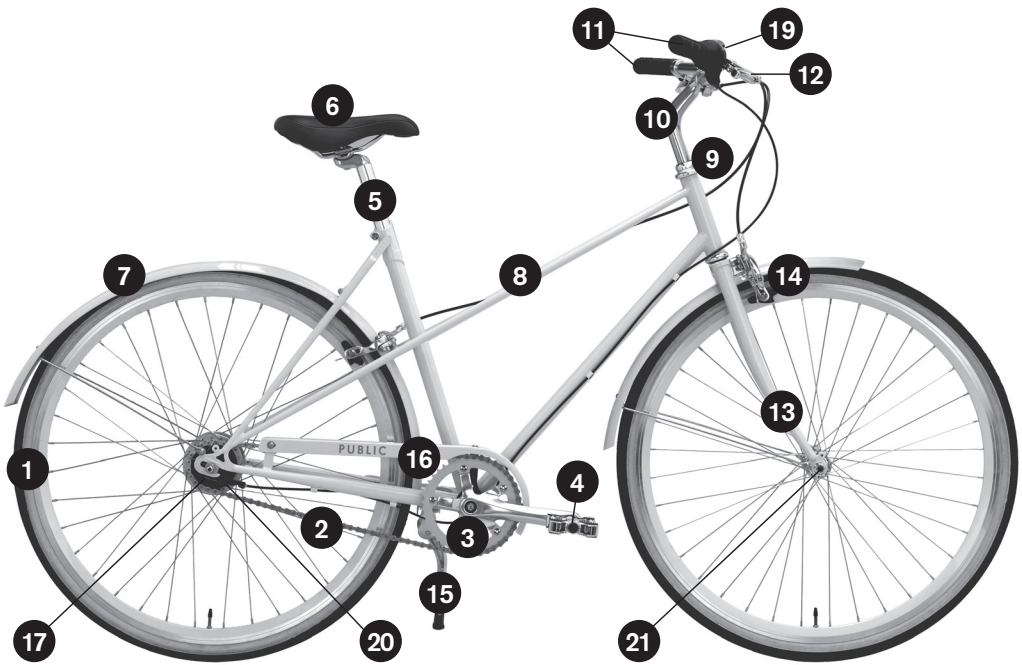
1-888-450-0123

1. **Wheel**
2. **Chain**
3. **Chainring**
4. **Pedal**
5. **Seat Post**
6. **Seat**
7. **Fender**
8. **Frame**
9. **Steerer Tube**
10. **Quill Stem**
11. **Handlebars**
12. **Brake Lever**
13. **Fork**
14. **Brakes**
15. **Kickstand**
16. **Chain Guard**
17. **Internal Hub**
18. **Derailleur**
19. **Gear Shifter**
20. **Sprocket**
21. **Dropouts**



IMPORTANT

This manual contains important safety, performance and service information. Read it before you take the first ride on your new bicycle, and keep it for reference.

Additional safety, performance and service information for specific components on your bicycle, or for accessories such as helmets or lights that you purchase, may also be available. In case of a conflict between the instructions in this manual and information provided by the manufacturer, always follow the manufacturer's instructions.

If you have any questions or do not understand something, give PUBLIC a call or consult with your local qualified bicycle shop.

NOTE: This manual is not intended as a comprehensive use, service, repair or maintenance manual. Please see your local bicycle shop for all service, repairs or maintenance.

GENERAL WARNING

Like any sport, bicycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk. You will need to know—and to practice—the rules of safe and responsible urban riding and of proper use and maintenance, which can reduce risk of injury.

This Manual contains many "Warnings" and "Cautions" concerning the consequences of failing to maintain or inspect your bicycle and failing to follow safe urban cycling practices.

- The combination of the ⚠ safety alert symbol and the word **WARNING** indicates a potentially hazardous situation, which, if not avoided, could result in serious injury or death.
- The combination of the ⚠ safety alert symbol and the word **CAUTION** indicates a potentially hazardous situation, which, if not avoided, may result in minor or moderate injury. This notation may also direct attention to unsafe practices.

Many of the "Warnings" and "Cautions" say "you may lose control and fall." Because any fall can result in serious injury or even death, we do not always repeat the warning of possible injury or death.

It is impossible to anticipate every situation or condition that can occur while riding. Therefore, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle that cannot be predicted or avoided, and are the sole responsibility of the rider.

A Special Note to Parents

As a parent or guardian, you are responsible for the activities and safety of your minor child. Before permitting your child ride the bicycle, you should read this manual and review its warnings and the bicycle's functions and operating procedures with your child. Be aware that some of your responsibilities include:

- Making sure that the bicycle is properly fitted to the child.
- Checking that the bicycle is in good repair and safe operating condition.
- Ensuring you and your child have learned and understand how to safely operate the bicycle, obey applicable local motor vehicle, bicycle and traffic laws, and common sense rules of safe and responsible bicycling.

⚠ **WARNING: Make sure that your child always wears a CPSC approved bicycle helmet when riding, and that your child understands it is for bicycling only and must be removed when not riding. A bicycle helmet must not be worn while playing or while not riding a bicycle. Failure to follow this warning could compromise the helmet and result in serious injury or death during bicycle operation. Any helmet that was worn during a collision with head impact should be replaced, even if there is no obvious damage to the helmet.**

Bicycle Assembly Steps

Your PUBLIC bicycle comes directly to you 99% assembled. The instructions will guide you through the additional steps necessary to complete assembly. However, PUBLIC strongly suggests having your bicycle assembled by a qualified bicycle mechanic or bicycle shop. We feel everyone needs a good local bicycle shop for follow-up service and maintenance as well. To help you find a qualified bicycle shop in your area give us a call at **1.888.450.0123** or email us at **customer-service@publicbikes.com**.

TOOLS NEEDED:

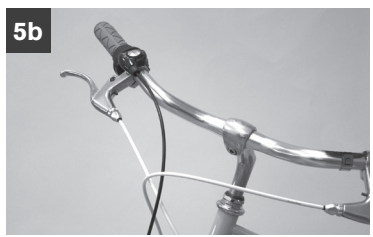
- **Scissors or Box Cutter**
- **6mm hex Allen wrench**
- **5mm hex Allen wrench**
- **4mm hex Allen wrench**
- **15mm or adjustable wrench**
- **Philips head screwdriver**
- **Flat head screwdriver**

UNPACKAGING

- Open box, remove bicycle, seat and seatpost, and parts box.
- Remove all packaging. Take care when cutting zip ties to not scratch frame.
- Remove front wheel slowly, making sure to not bend spokes or scratch rims or crank (**Figure 1**).

STEM INSTALLATION

- Install stem of bicycle in fork by sliding quill of stem and expander wedge into fork steerer tube (**Figure 2**). Make sure that the minimum insert line on stem is inserted fully in fork and is NOT visible (**Figure 3**). Tighten stem bolt with a 6mm hex Allen wrench (**Figure 4**).
- Make sure to have cable(s) routed properly to guarantee



proper function. If cables are not routed properly, remove stem and move cables until correct, then reinstall and tighten stem.

NOTE: The 8-speed cable is attached from below (**Figure 5a**), the 3-speed and 7-speed cable is attached from above (**Figure 5b**).

FRONT BRAKE/FENDER INSTALLATION

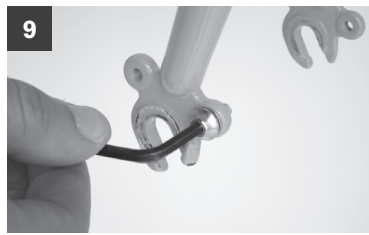
- Unthread nut from front brake mounting bolt. Remove all spacers and washers (**Figure 6**).
- Assemble front brake and fender by sliding brake mounting bolt with large smooth spacer thru the upper fender mount. Install serrated washer, and slide thru fork front brake mounting hole (**Figure 7**). Tighten nut down until lightly tightened using a 5mm hex Allen wrench (**Figure 8**).
- Unthread bolts from fork dropout eyelets (**Figure 9**). Slide bolts thru lower fender mounting strut holes, and tighten bolts into fork dropout eyelets with a 4mm hex Allen wrench (**Figure 10**).

FRONT WHEEL INSTALLATION

- In parts box, find front wheel axle mounting nuts and washers.
- Read the sidewall of the tire to determine proper mounting direction of front wheel.
- Slide wheel into fork, placing fork dropouts onto front wheel axle **(Figure 11).**
- Install front wheel axle mounting nuts and washers, and tighten using a 15mm or adjustable wrench **(Figure 12).**

FRONT BRAKE ALIGNMENT

- Loosen front brake mounting nut on back of fork with a 5mm hex Allen wrench.



- With front wheel installed and tightened, squeeze front brake and, at the same time, tighten the brake mounting nut. This aligns your front brake with the front wheel **(Figure 13).**

REAR FENDER INSTALLATION

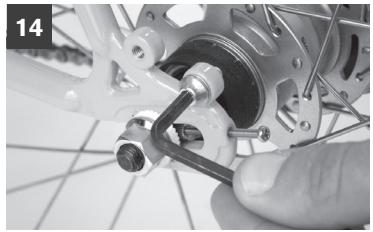
- The rear fender of your PUBLIC bike comes 75% installed. To complete installation, first remove the lower strut mounting bolts from rear dropout eyelets **(Figure 14).**
- Slide bolts thru lower fender mounting strut holes, and tighten bolts into rear dropout eyelets with a 4mm hex Allen wrench **(Figure 15).**

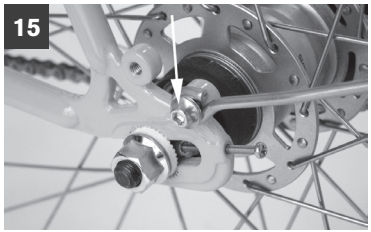
FOR 3-SPEED PUBLIC BIKES ONLY: REAR CLICKBOX INSTALLATION

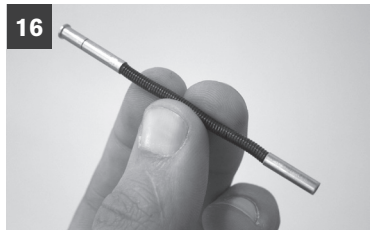
- Your 3-speed PUBLIC bike needs to have the shift mechanism for the rear hub installed, otherwise it will not work. This is an easy process.
- First, locate the push rod in the parts box **(Figure 16).**
- Slide push rod into rear hub axle hole, pushing it in until you feel it contact the internal gear mechanism **(Figure 17).**
- Slide the clickbox onto the rear axle **(Figure 18).**
- Tighten the clickbox onto hub by using a 5mm hex Allen wrench to tighten the bolt located at the back of the clickbox **(Figure 19).**

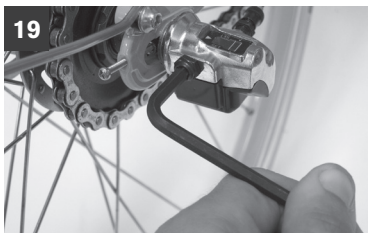
PEDAL INSTALLATION

- Remove pedals from parts box. Check on the pedal axle to determine which pedal is the right pedal and which pedal is the left pedal. The right pedal will always be marked with an “R” on the axle. This goes on the right









side of the bike, the side with the chain.

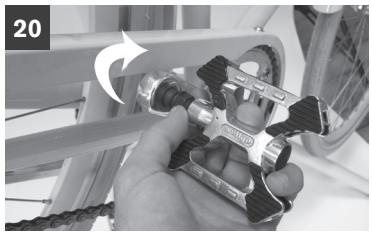
- Using your hand, begin threading the right pedal into the right crankarm by turning the pedal axle CLOCKWISE **(Figure 20).** Once the pedal threads are engaged (ensuring no cross-threading), use a 15mm or adjustable wrench to tighten right pedal **(Figure 21).**
- Using your hand, begin threading the left pedal into the left crankarm by turning the pedal axle COUNTER-CLOCKWISE **(Figure 22).** Once the pedal threads are engaged (ensuring no cross-threading), use a 15mm or adjustable wrench to tighten left pedal.

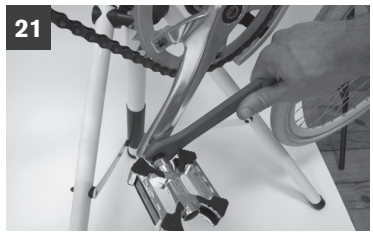
SEAT AND SEATPOST INSTALLATION

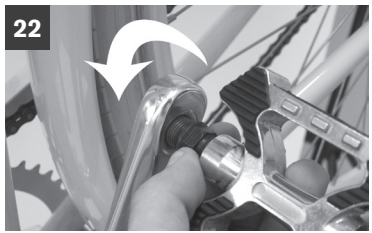
- Using a 6mm hex Allen wrench, loosen seat clamp bolt on bicycle **(Figure 23).**
- Slide seatpost into seat tube of bicycle, making to ensure that the minimum insertion line of seatpost is fully in seat tube and is NOT visible **(Figure 24).**
- Put seat at proper height and tighten seat clamp bolt on bicycle using a 6mm hex Allen wrench.

REFLECTORS INSTALLATION

- Remove screw with screwdriver to open up plastic bracket attachment of both the front and rear reflectors **(Figure 25).**
- Mount the front white reflector on the center part of the handlebars. Ensure reflector is facing out and straight and tighten with screwdriver until snug **(Figure 26).**
- Mount the rear red reflector on the seat post. Ensure reflector is facing out and straight and tighten with a screwdriver until snug **(Figure 27).**







First

All PUBLIC bicycles are intended for use on paved roads only. Please make sure to use your bicycle for its intended purpose. Any other use may result in a failure of some part of your PUBLIC bicycle.

NOTE: We strongly urge you to read this Manual in its entirety before your first ride. At the very least, read and make sure that you understand each point in this section, and refer to the cited sections on any issue which you do not completely understand.

BICYCLE FIT

1. Is your bicycle the right size? To check, *see p. 14 (Standover Height).* If your bicycle is too large or too small, you could lose control and fall. If your new bicycle is not the correct size, contact PUBLIC (toll-free, 1-888-450-0123) to exchange it before you ride it.
2. Is the seat at the appropriate height? To check, *see p. 14 (Seat Position)*. If you adjust your seat height, follow the Minimum Insertion instructions on *p. 14.*
3. Are seat and seat post securely clamped? When correctly clamped, the seat does not permit movement in any direction. *See p. 14 (Seat Position)*.
4. Are the stem and handlebars at the right height for you? If not, *see p. 16 (Handlebar Height and Angle)*.
5. Can you comfortably operate the brakes? If not, you may be able to adjust their angle and reach. *See p. 16 (Control Position Adjustment and Brake Reach)*.
6. Do you fully understand how to operate your new bicycle? If not, before your first ride, contact PUBLIC (toll-free, 1-888-450-0123) to explain any functions or features that you do not understand.

SAFETY FIRST

1. Always wear an approved helmet when riding your bicycle. Follow the helmet manufacturer's instructions for fit, use and care.
2. Do you have all the other required and recommended safety equipment? *See p. 10 (Safety).* It's your responsibility to familiarize yourself with the laws of the areas where you ride and to comply with all applicable laws.
3. Do you know how to correctly secure your front and rear wheels? *See p. 17 (Front Wheel Secondary Retention Devices)* to make sure. Riding with an improperly secured wheel can cause the wheel to wobble or disengage from the bicycle and cause serious injury or death.
4. Do you have "toe overlap?" On smaller framed bicycles, your toe may be able to touch the front wheel when a pedal is all the way forward and the wheel is turned. *Read p. 20 (Pedals)* to check whether you have toe overlap.

MECHANICAL SAFETY CHECK

Routinely check the condition of your bicycle before every ride.

- **Nuts, bolts screws and other fasteners:** Because component manufacturers use an array of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the *Fastener Torque Specifications in Appendix A* of this manual or to the torque specifications in the instructions provided by the manufacturer of the component in question. Correctly tightening a fastener requires a calibrated torque wrench.

A professional bicycle mechanic with a torque wrench should tighten the fasteners on your bicycle. If you choose to work on your own bicycle, you must use a torque wrench and the correct tightening torque specifications from the bicycle or component manufacturer or from a qualified bicycle shop. If you need to make an adjustment at home or in the field, we urge you to exercise care and to have the fasteners you worked on checked by a qualified bicycle shop as soon as possible.

⚠ **WARNING: Correctly tightening fasteners—including nuts, bolts and screws—on your bicycle is important. Too little force, and the fastener may not hold securely. Too much force, and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.**

- Make sure nothing is loose. Lift the front wheel off the ground by two or three inches. Then, let it bounce on the ground. Anything sound, feel or look loose? Do a visual and tactile inspection of the whole bicycle. Any loose parts or accessories? If so, secure them. If you're not sure, ask someone with experience to check.
- **Tires and wheels:** Make sure tires are correctly inflated. *See p. 20 (Tires).* Check by first putting one hand on the seat and the other on the intersection of the handlebars and stem. Then, lean your weight on the bicycle while observing the tire deflection. Compare what you see with how it looks when you know the tires are properly inflated. Adjust if necessary.
- Are the tires in good shape? Spin each wheel slowly and look for cuts in the tread and sidewalls. Replace damaged tires before riding the bicycle.
- Are the wheels true? Spin each wheel and check for brake clearance and side-to-side wobble. If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bicycle to a qualified bicycle shop to have the wheel trued.

⚠ **CAUTION: Wheels must be true for rim brakes to work effectively. Wheel truing is a skill that requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly.**

- Are the wheel rims clean and undamaged? Check at the tire bead and along the braking surface.

⚠ **WARNING: Bicycle wheel rims are subject to wear. Ask PUBLIC (*toll-free,* 1-888-450-0123) or your qualified bicycle shop about wheel rim wear. Riding a wheel that is at the end of its usable life can result in wheel failure, which can cause you to lose control and fall.**

- **Brakes:** Check the brakes for proper operation. *See p. 18 (Brakes).* Are the brake quick-releases closed? Are all control cables seated and securely engaged? Squeeze the brake levers. Do the brake pads contact the wheel rim squarely and make full contact with the rim? Do the brakes begin to engage within an inch of brake lever movement? Can you apply full braking force at the levers without having them touch the handlebar? If not, your brakes need adjustment. Do not ride the bicycle until the brakes are properly adjusted by a professional bicycle mechanic.

- **Wheel retention system:** Make sure the front and rear wheels are correctly secured. *See p. 16 (Wheels).*
- **Handlebar and seat alignment:** Make sure the seat and handlebar stem are parallel to the bicycle's center line and clamped tight enough so that you can't twist them out of alignment. *See pp. 14–16 (Seat Position and Handlebar Height).*

FIRST RIDE

When you buckle on your helmet and go for your first ride, take a minute to familiarize yourself with your new PUBLIC bicycle and how it rides. Be sure to pick a controlled, quiet environment–ideally, away from cars, other cyclists, obstacles or other hazards. Ride to get a sense of the controls, features and performance of your new PUBLIC bicycle.

Familiarize yourself with the braking action of the bicycle. *See p. 18 (Brakes)*. Test the brakes at slow speed, putting your weight over the saddle and gently applying the brakes, rear brake first. Sudden or excessive application of the front brake could pitch you over the handlebars. Applying brakes too hard can lock up a wheel, which could cause you to lose control and fall. Skidding is another example of what can happen when a wheel locks up.

Practice shifting the gears. *See p. 20 (Shifting Gears).*

Check out the handling and response of the bicycle until you feel comfortable and ready to ride on busier roads.

If you have any questions, or if you feel something with the bicycle is not as it should be, consult PUBLIC (toll-free, 1-888-450-0123) or your qualified bicycle shop before you ride again.

Safety

THE BASICS

⚠ **WARNING: The area in which you ride may require specific safety devices. It is your responsibility to familiarize yourself with the laws of the area where you ride and to comply with all applicable laws, including properly equipping yourself and your bicycle as the law requires.**

Observe all local bicycle laws and regulations. Observe regulations about bicycle lighting, licensing of bicycles, riding on sidewalks, laws regulating bicycle lanes and paths, helmet laws, child carrier laws and special bicycle traffic laws. It's your responsibility to know and obey the laws.

1. Always wear a bicycle helmet that meets the latest CPSC certification standards and is appropriate for the type of riding you do. Always follow the helmet manufacturer's instructions for fit, use and care of your helmet. Most serious bicycle injuries involve head injuries that might have been avoided if the rider had been wearing an appropriate helmet.

⚠ **WARNING: Failure to wear a helmet when riding may result in serious injury or death.**

2. Always perform the Mechanical Safety Check *(See p. 8)* before you get on your PUBLIC bicycle.
3. Be thoroughly familiar with your bicycle's controls: brakes *(See p. 18)* shifters *(See p. 20)* and pedals *(See p. 20)*.
4. Be careful to keep body parts and other objects away from the sharp teeth of chainrings, the moving chain, the turning pedals and cranks and the spinning wheels of your bicycle.
5. **Always wear:**
   - Shoes that will stay on your feet

and will grip the pedals. Make sure that shoe laces cannot get into moving parts. Never ride barefoot or in sandals.

- Bright, visible clothing that is not so loose that it can be tangled in the bicycle or snagged by objects at the side of the road.
- Protective eyewear–to protect against airborne dirt, dust and bugs–that's tinted when the sun is bright, clear when it's not.
- Gloves–helpful to improve grip and delay hand fatigue.

6. Don't jump with your bicycle. Jumping a bicycle can be fun, but it can put huge and unpredictable stress on the bicycle and its components. Riders who insist on jumping their bicycles risk serious damage–to their bicycles as well as to their person.
7. Ride at a speed appropriate for conditions. Higher speed means higher risk.

RIDING SAFETY

1. Obey all rules of the road and local traffic laws.
2. You are sharing the road or the path with others–motorists, pedestrians and other cyclists. Respect their rights.

" An urban cyclist goes through three stages: first, you're intimidated. You try to find out rules and follow them. The second occurs when you gain some mastery, and discover freedom of movement. But that can grow a little too heady, and lead to mistakes. The third follows all that, after you realize you are an ambassador for cycling. What you do changes the world where you ride."

–Bert Hill, Safety Course Instructor
San Francisco Bike Coalition

3. Ride defensively. Ride so that others can always see you.
4. **Look ahead and be ready to avoid:**
   - Vehicles slowing down or turning, entering the road or the lane ahead of you or approaching from behind.
   - Parked car doors opening.
   - Pedestrians stepping out into traffic.
   - Children or pets playing near the road.
   - Pot holes, sewer gratings, railroad tracks, expansion joints, road or sidewalk construction, debris and other obstructions that could cause you to swerve into traffic, catch your wheel or cause you to have an accident.
   - Many other hazards and distractions which can occur on a bicycle ride.
5. Ride in designated bicycle lanes, on designated bicycle paths or as close to the edge of the road as possible, in the direction of traffic flow or as directed by local governing laws.
6. Stop at stop signs and red traffic lights; slow down and look both ways at crossings. Remember, a bicycle always loses in a collision with a motor vehicle, so be prepared to yield even if you have the right of way.
7. Use approved hand signals for turning and stopping.
8. Observe, wait your turn and yield the right of way when appropriate.
9. Never ride with headphones. They mask traffic sounds and emergency vehicle sirens, distract you from concentrating on what's going on around you and their wires can tangle in the moving parts of the bicycle, causing you to lose control.

10. Never carry a passenger, unless it is a small child wearing an approved helmet and secured in a correctly mounted child carrier or a child-carrying trailer.
11. Never carry anything which obstructs your vision or your complete control of the bicycle or which could become entangled in the moving parts of the bicycle.
12. Never hitch a ride by holding on to another vehicle or bicycle.
13. Don't do stunts, wheelies or jumps.
14. Don't make any moves that may surprise other people sharing the road. Be predictable.
15. Never ride your bicycle while under the influence of alcohol or drugs.
16. Be extra cautious when riding in bad weather, when visibility is obscured, at dawn, dusk or in the dark or when extremely tired. Each of these conditions increases the risk of accident.

OFF-ROAD SAFETY

PUBLIC bicycles are NOT designed for off-road riding. Please do not use your PUBLIC bicycle for off-road riding.

We recommend that children not ride on rough terrain unless they are accompanied by an adult.

1. The variable conditions and hazards of off-road riding require close attention and specific skills. Start slowly on easier terrain and build up your skills. Get to know how to handle your bicycle safely before trying increased speed or more difficult terrain.
2. Wear safety gear appropriate to the kind of riding you plan to do.
3. Don't ride alone in remote areas. Even when riding with others, make sure that someone knows where you're going and when you expect to be back.
4. Always take along some kind of identification, so that people know who you are in case of an accident; and take along some cash for food, a cool drink, an emergency phone call or public transportation.
5. Yield right of way to pedestrians and animals. Ride in a way that does not frighten or endanger them, and give them enough room so that their unexpected moves don't endanger you.
6. Be prepared. If something goes wrong while you're riding off-road, help may not be close.

WET WEATHER RIDING

⚠ **WARNING: Wet weather impairs traction, braking and visibility, both for the bicyclist and for other vehicles sharing the road. The risk of an accident is dramatically increased in wet conditions.**

Under wet conditions, the stopping power of your brakes–as well as the brakes of other vehicles sharing the road–is dramatically reduced and your tires don't grip nearly as well. This makes it harder to control speed and easier to lose control. To make sure that you can slow down and stop safely in wet conditions, ride more slowly and apply your brakes earlier and more gradually than you would under normal, dry conditions. *See also p. 18 (Brakes).*

NIGHT RIDING

Riding a bicycle at night is *significantly* more dangerous than riding during the day. A bicyclist is very difficult for motorists and pedestrians to see. Therefore, children should never ride at dawn, dusk or night.

Adults who choose to accept the greatly increased risk of riding at dawn, dusk or night need to take extra care both riding and choosing specialized equipment which helps reduce that risk. Consult PUBLIC (toll-free, 1-888-450-0123) about night riding safety equipment.

⚠ WARNING: Reflectors are not a substitute for required lights. Riding at dawn, dusk, night or other times of poor visibility without an adequate bicycle lighting system and without reflectors is dangerous and may result in serious injury or death.

Bicycle reflectors are designed to pick up and reflect car lights and ambient light in a way that may help you be seen and recognized as a moving bicyclist.

⚠ CAUTION: Check reflectors and their mounting brackets regularly to make sure that they are clean, straight, unbroken and securely mounted. Replace damaged reflectors and straighten or tighten any that are bent or loose.

⚠ WARNING: Do not remove the front or rear reflectors or reflector brackets from your bicycle. They are an integral part of the bicycle's safety system. Removing reflectors will reduce your visibility to others using the roadway and increases your risk of being struck by other vehicles, which may result in serious injury or death.

If you choose to ride under conditions of poor visibility, check that you comply with all local laws about night riding and take the following strongly recommended additional precautions:

- Purchase and install battery- or generator-powered headlights and taillights that meet all regulatory requirements and provide adequate visibility.
- Wear light-colored, reflective clothing and accessories, such as a reflective vest, reflective armbands and legbands, reflective stripes on your helmet, flashing lights attached to your body and/or your bicycle. Any reflective device or moving light source will help alert your presence to approaching motorists, pedestrians and other traffic.
- Make sure your clothing or anything you may be carrying on the bicycle does not obstruct a reflector or light.
- Make sure that your bicycle is equipped with correctly positioned and securely mounted reflectors.

While riding at dawn, dusk or night:

- Ride slowly.
- Avoid dark areas and areas of heavy or fast-moving traffic.
- Avoid road hazards.
- If possible, ride on familiar routes.

If riding in traffic:

- Be predictable. Ride so that drivers can see you and predict your movements.
- Be alert. Ride defensively and expect the unexpected.
- If you plan to ride in traffic often, ask your dealer, local bicycle advocacy organization or city transit organization about traffic safety classes or a good book on bicycle traffic safety.

CHANGING COMPONENTS OR ADDING ACCESSORIES

There are many components and accessories available to enhance the comfort, performance and appearance of your PUBLIC bicycle. However, if you change components or add accessories, you do so at your own risk. The components and

accessories sold by PUBLIC have been tested for compatibility with your bicycle, reliability and safety. You should be aware that components from other manufacturers may not be suited for your PUBLIC bicycle. Before installing any component or accessory–including a different size tire–make sure that it is compatible with your bicycle by checking with PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop. Be sure to read, understand and follow the instructions that accompany the products you purchase for your bicycle.

⚠ WARNING: Failure to confirm compatibility, properly install, operate and maintain any component or accessory can result in serious injury or death.

⚠ WARNING: Replacing the components on your bicycle with other-than-genuine parts may compromise the safety of your bicycle and may void the warranty. Check with PUBLIC (*toll-free,* 1-888-450-0123) before changing the components on your bicycle.

Fit

NOTE: Correct fit is an essential element of bicycling safety, performance and comfort.

⚠ WARNING: If your bicycle does not fit properly, you may lose control and fall. If your new bicycle doesn't fit, ask PUBLIC (*toll-free,* 1-888-450-0123) to exchange it before you ride it.

STANDOVER HEIGHT

Diamond Frame – PUBLIC D & V

Standover height is the basic element of bicycle fit *(see Fig. 1)*. It is the distance from the ground to the top of the bicycle's frame, at that point where your crotch is when straddling the bicycle. To check for correct standover height, straddle the bicycle while wearing the kind of shoes in which you'll be riding. Bounce vigorously on your heels. If your crotch touches the frame, the bicycle is too big for you. (Don't even think about riding the bicycle around the block.) A bicycle should give you a minimum standover height clearance of two inches (5 cm).

Figure 1

Step-through Frame – PUBLIC M & C

Standover height does not apply to bicycles with step-through frames. Instead, the limiting dimension is determined by seat height range. You must be able to adjust your seat position as described below in the *Seat Position Section* without exceeding the limits set by the height of the top of the seat tube and the "Minimum Insertion" or "Maximum Extension" mark on the seat post.

SEAT POSITION

Correct seat adjustment is an important factor in getting the most performance and comfort from your bicycle. Small changes in seat position can have a substantial effect on performance and comfort.

Figure 2

To find your best seat position, make only one adjustment at a time. If the seat position is not comfortable for you, contact a qualified bicycle shop.

The seat can be adjusted in three directions:

1. **Up and down adjustment.** To check for correct seat height *(see Fig. 2)*:
   - Sit on the seat.
   - Place one heel on a pedal.
   - Rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.

If your leg is not completely straight, your seat height needs to be adjusted. If your hips must rock for the heel to reach the pedal, the seat is too high. If your leg is bent at the knee with your heel on the pedal, the seat is too low.

If you choose to make your own seat height adjustment:

- Loosen the seat post clamp.
- Raise or lower the seat post in the seat tube.
- Make sure the seat is straight fore and aft.
- Re-tighten the seat post clamp to the recommended torque *(see Appendix A or the manufacturer's instructions).*

Once the seat is at the correct height, make sure that the seat post does not project from the frame beyond its "Minimum Insertion" or "Maximum Extension" mark *(see Fig. 3)*.

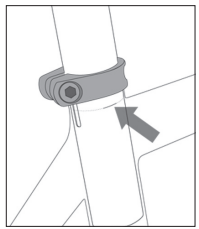


Figure 3

⚠ **WARNING: If your seat post is not inserted in the seat tube as described in (1) above, the seat post may break, which could cause you to lose control and fall.**

2. **Front and back adjustment.** The seat can be adjusted forward or back to help you find your optimal position on the bicycle. If you choose to make your own adjustment, make sure that the clamp mechanism is clamping on the straight part of the seat rails—not on the curved part of the rails—and that you are using the recommended torque on the clamping fastener(s) *(see Appendix A or the manufacturer's instructions).*
3. **Seat angle adjustment.** Most people prefer a horizontal seat; but some riders like the seat nose angled up or down just a little. If you choose to make your own seat angle adjustment, it is critical that you loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the seat's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque *(see Appendix A or the manufacturer's instructions).*

⚠ **WARNING: When making seat angle adjustments, always check to make sure that the serrations on the mating surfaces of the clamp are not worn. Worn serrations on the clamp can allow the seat to move, causing you to lose control and fall.**

Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

⚠ **WARNING: After any seat adjustment, be sure that the seat adjusting mechanism is properly seated and tightened before riding. A loose seat clamp or seat post clamp can cause**

damage to the seat post, or can cause you to lose control and fall. A correctly tightened seat adjusting mechanism will allow no seat movement in any direction. Periodically check to make sure that the seat adjusting mechanism is properly tightened.

If, in spite of carefully adjusting the seat height, tilt and fore-and-aft position, your seat is still uncomfortable, you may need a different seat design. Seats, like people, come in many different shapes, sizes and resilience. PUBLIC (toll-free, 1-888-450-0123) can help you select a seat that, when correctly adjusted for your body and riding style, will be comfortable.

⚠ **WARNING: Some people have claimed that extended riding with an incorrectly adjusted seat or one that does not support your pelvic area correctly can cause short-term or long-term injury to nerves and blood vessels, or even impotence. If your seat causes you pain, numbness or other discomfort, listen to your body and stop riding until you talk to PUBLIC (*toll-free,* 1-888-450-0123) about seat adjustment or a different seat.**

HANDLEBAR HEIGHT AND ANGLE

Your bicycle is equipped with a "quill" stem, which clamps inside the steerer tube by way of an expanding binder bolt.

You can adjust the handlebar height slightly by adjusting stem height. You can also change the angle of the handlebar.

A quill stem has an etched or stamped mark on its shaft which designates the stem's "Minimum Insertion" or "Maximum Extension." This mark must NOT be visible above the headset.

⚠ **WARNING: A quill stem's Minimum Insertion Mark must not be visible above the top of the headset. If the stem is extended beyond the Minimum Insertion Mark, the stem may break or damage the fork's steerer tube, which could cause you to lose control and fall.**

⚠ **WARNING: Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall. *(See Appendix A)***

⚠ **WARNING: An insufficiently tightened stem clamp bolt or handlebar clamp bolt may compromise steering action, which could cause you to lose control and fall. Place the front wheel of the bicycle between your legs and attempt to twist the handlebar/stem assembly. If you can twist the stem in relation to the front wheel or turn the handlebars in relation to the stem, the bolts are insufficiently tightened. *(See Appendix A).***

CONTROL POSITION ADJUSTMENTS

The angle of the brake and shift control levers and their position on the handlebars can be changed. If you choose to make your own control lever angle adjustment, be sure to re-tighten the clamp fasteners to the recommended torque *(See Appendix A)*.

BRAKE REACH

PUBLIC bicycles have brake levers that can be adjusted for reach. If you have small hands or find it difficult to squeeze the brake levers, a qualified bicycle shop can either adjust the reach or fit shorter-reach brake levers.

⚠ WARNING: The shorter the brake lever reach, the more critical it is to have correctly adjusted brakes, so that full braking power can be applied within available brake lever travel. Insufficient braking power can result in loss of control, which may result in serious injury or death.

Tech

It's important to your safety, performance and enjoyment to understand how things work on your bicycle. If you have even the slightest doubt as to whether you understand something in this section of the Manual, talk to PUBLIC (toll-free, 1-888-450-0123). *Also, see Appendix A.*

WHEELS

Bicycle wheels are designed to be removable for easier transportation and for repair of a tire puncture. The wheel axles are inserted into slots–called "dropouts"–in the fork and frame.

Wheels are secured with hex nuts which are threaded onto the hub axle *(see Fig. 4).*

⚠ WARNING: Riding with an improperly secured wheel can allow the wheel to wobble or fall off the bicycle, which can cause serious injury or death.

Therefore, it is essential that you:

1. Understand and apply the correct technique for clamping your wheel in place.
2. Each and every time before you ride the bicycle, check that the wheel is securely bolted.

The clamping action of a correctly secured wheel must emboss the surfaces of the dropouts.

Front Wheel Secondary Retention Devices

Your bicycle has a front fork that utilizes a secondary wheel retention device to reduce the risk of the wheel disengaging from the fork if the wheel is incorrectly secured. Secondary retention devices are not a substitute for correctly securing your front wheel.

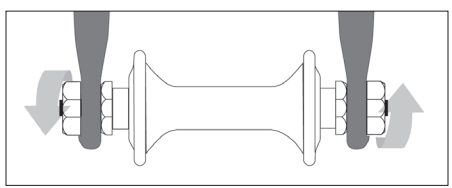


Figure 4

The integral type is molded, cast or machined into the outer faces of the front fork dropouts.

⚠ WARNING: Do not remove or disable the secondary retention device. As its name implies, it serves as a back-up for a critical adjustment. If the wheel is not secured correctly, the secondary retention device can reduce the risk of the wheel disengaging from the fork. Removing or disabling the secondary retention device may also void the warranty.

Secondary retention devices are not a substitute for correctly securing your wheel. Failure to properly secure the wheel can cause the wheel to wobble or disengage, which could cause you to loose control and fall, resulting in serious injury or death.

Removing and Installing Wheels

⚠ WARNING: If your bicycle is equipped with an internal gear rear hub, do not attempt to remove the wheel. The removal and re-installation of most internal gear hubs requires special knowledge. Incorrect removal or assembly can result in brake or gear failure, which can cause you to lose control and fall.

REMOVING A FRONT WHEEL

1) Disengage the brake's quick-release mechanism to increase the clearance between the tire and the brake pads. S*ee Fig. 5 on p. 19.*

2) Loosen the bolt-on fastener(s) of your front wheel a few turns counter-clockwise–using an appropriate tool–enough to allow removing the wheel from the fork dropouts and integral secondary retention device.

You may need to tap the top of the wheel with the palm of your hand to release the wheel from the front fork.

INSTALLING A FRONT WHEEL

1) With the steering fork facing forward, insert the wheel between the fork blades so that the axle seats firmly at the top of the fork dropouts. Be sure the wheel is installed in the correct direction. Refer to *p. 21 (Tires).*
2) Tighten the fasteners to the torque specifications in *Appendix A* or take to a qualified bicycle shop.
3) Re-engage the brake's quick-release mechanism to ensure correct brake pad-to-rim clearance.
4) Spin the wheel to make sure that it is centered in the frame and clears the brake pads; then squeeze the brake lever and make sure that the brakes are operating correctly.

REMOVING A REAR WHEEL

1) If you have an internal gear rear hub, consult PUBLIC (*toll-free,* 1-888-450-0123), a qualified bicycle shop or the hub manufacturer's instructions before attempting to remove the rear wheel.
2) Disengage the brake's quick-release mechanism to increase the clearance between the wheel rim and the brake pads *(see Fig. 5 on p. 19).*
3) Loosen the fastener(s) with an appropriate wrench. Then, push the wheel forward far enough to be able to remove the chain from the rear sprocket.
4) Lift the rear wheel off the ground a few inches and remove it from the rear dropouts.

INSTALLING A REAR WHEEL

1) If you have an internal gear rear hub, consult PUBLIC (*toll-free,* 1-888-450-0123), a qualified bicycle shop or the hub manufacturer's instructions before attempting to install the rear wheel.
2) Remove the chain from the front chainring, so that you have plenty of slack in the chain. Put the chain on the rear wheel sprocket.
3) Then, insert the wheel into the frame dropouts and pull it all the way in to the dropouts.
4) Replace the chain on the chainring. Pull the wheel back in the dropouts so that it is straight in the frame and the chain has about 1/4 inch of up-and-down play.
5) Tighten the fasteners to the torque specifications *(see Appendix A or the hub manufacturer's instructions).*
6) Re-engage the brake quick-release to restore correct brake-pad-to-rim clearance.
7) Spin the wheel to make sure that it is centered in the frame and clears the brake pads. Then, squeeze the brake lever and make sure that the brakes are operating correctly.

BRAKES

Your PUBLIC bicycle is equipped with rim brakes that are operated by way of a handlebar mounted lever.

⚠ WARNING:

1. Riding with improperly adjusted brakes, worn brake pads, or wheels on which the rim wear mark is visible is dangerous and can result in serious injury or death.

2. Applying brakes too hard or too suddenly can lock up a wheel, which could cause you to lose control and fall. Sudden or excessive application of the front brake may pitch the rider over the handlebars, which may result in serious injury or death.
3. See the brake manufacturer's instructions for operation and care of your brakes and for when brake pads must be replaced. If you do not have the manufacturer's instructions, contact PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop.
4. If replacing worn or damaged parts, use only manufacturer-approved genuine replacement parts.

Brake Controls and Features

It's very important to your safety that you learn and remember which brake lever controls which brake on your bicycle. PUBLIC bicycles have the right brake lever controlling the rear brake and the left brake lever controlling the front brake. To make sure your bicycle's brakes are set up this way, squeeze one brake lever and look to see which brake–front or rear–engages. Now do the same with the other brake lever.

Make sure that your hands can reach and squeeze the brake levers comfortably.

"[T]he bicycle will accomplish more for women's sensible dress than all the reform movements that have ever been waged."

–Author Unknown, from *Demerarest's Family Magazine*, 1895

If your hands are too small to operate the levers comfortably, consult PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop before riding the bicycle; the lever reach may be adjustable or you may need a different brake lever design.

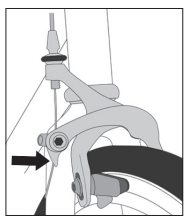


Figure 5

Your brakes have a quick-release mechanism to allow the brake pads to clear the tire when a wheel is removed or reinstalled. When the brake quick release is in the open position, the brakes are inoperative. Ask PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop to make sure that you understand the way the brake quick release works on your bicycle *(see Fig. 5)* and check each time to make sure both brakes work correctly before you get on the bicycle.

How Brakes Work

The braking action of a bicycle is a function of the friction between the braking surfaces. To make sure that you have maximum friction available, keep your wheel rims and brake pads clean and free of dirt, lubricants, waxes or polishes.

Brakes are designed to control your speed, not just to stop the bicycle. Maximum braking force for each wheel occurs at the point just before the wheel "locks up" (stops rotating) and starts to skid. Once the tire skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel. The technique is called progressive brake modulation. Instead of jerking the brake lever to the position where you think you'll generate appropriate braking force, squeeze the lever, progressively increasing the braking force. If you feel the wheel begin to lock up, release pressure just a little to keep the wheel rotating just short of lockup. It's important to develop a feel for the amount of brake lever pressure required for each wheel at different speeds and on different surfaces. To better understand this, experiment a little by walking your bicycle and applying

different amounts of pressure to each brake lever, until the wheel locks.

When you apply one or both brakes, the bicycle begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel–or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars.

A wheel with more weight on it will accept greater brake pressure before lockup, and a wheel with less weight will lock up with less brake pressure. As you apply the brakes and your weight is transferred forward, you need to shift your body toward the rear of the bicycle to transfer weight back on to the rear wheel. At the same time, you need to both decrease rear braking and increase front braking force. This is even more important on descents, because descents shift weight forward.

Two keys to effective speed control and safe stopping are controlling wheel lockup and weight transfer. Practice braking and weight transfer techniques where there is no traffic or other hazards and distractions.

Everything changes when you ride on loose surfaces or in wet weather. Tire adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force. Moisture or dirt on the brake pads reduces their ability to grip. It will take longer to stop, and the way to maintain control is to go more slowly.

SHIFTING GEARS

Your multi-speed PUBLIC bicycle will have either an internal gear hub or a 7-speed derailleur drivetrain.

Internal Gear Hub Drivetrain

If your PUBLIC bicycle has an internal gear hub drivetrain, the gear changing mechanism will consist of:

- a 3- or 8- speed internal gear hub
- one shifter
- one control cable
- one front sprocket, called a chainring
- a drive chain

Shifting Internal Gear Hub Gears

Shifting with an internal gear hub drivetrain is simply a matter of moving the shifter to the indicated position for the desired gear ratio. The shifter is located on the inside portion of your bicycle's right grip. After you have moved the shifter to the gear position of your choice, ease the pressure on the pedals for an instant to allow the hub to complete the shift.

WHICH GEAR SHOULD I BE IN?

The numerically lowest gear (1) is for the steepest hills. The numerically largest gear is for the greatest speed.

Shifting from an easier, "slower" gear (like 1) to a harder, "faster" gear (like 2 or 3) is called an upshift. Shifting from a harder, "faster" gear to an easier, "slower" gear is called a downshift. It is not necessary to shift gears in sequence. Instead, find the "starting gear" for the conditions–a gear which is hard enough for quick acceleration but easy enough to let you start from a stop without wobbling–and experiment with upshifting and downshifting to get a feel for the different gears. At first, practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear *before* the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See a qualified bicycle shop for help.

WHAT IF IT WON'T SHIFT GEARS?
If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear, chances are that the mechanism is out of adjustment. Take the bicycle to a qualified bicycle shop to have it adjusted.

7-Speed Derailleur Drivetrain

If your PUBLIC bicycle has a 7-Speed derailleur drivetrain, the gear changing mechanism will consist of:

- One derailleur
- One 7-speed twist shifter on right side of handlebar
- One shifter cable
- One front sprocket, called a chainring
- A drive chain running from front chainring to rear freewheel

  (7 sprocket cluster on rear wheel)

Shifting 7-Speed Derailleur Gears

Shifting a derailleur drivetrain is simply a matter of twisting the grip shifter to the indicated position for the desired gear ratio while you are pedaling forwards. You must continue pedaling forward until the shift has completed. The shifter is located on the inside portion of your bicycle's right grip. After you have moved the shifter to the gear position of your choice, ease the pressure on the pedals for an instant to allow the hub to complete the shift.

WHICH GEAR SHOULD I BE IN?
The numerically highest in twist shifter widow (7) is for the highest or hardest to pedal gear ratio and the flat ground, down hills and offers the greatest top speed.

The numerically lowest number in twist shifter widow (1) is for the lowest or easiest to pedal gear ratio for going up hills, into head winds, carrying heavy loads.

Shifting from an easier, "slower" gear (like 1) to a harder, "faster" gear (like 2 or 3) is called an up shift. Shifting from a harder, "faster" gear to an easier, "slower" gear is called a downshift. **You can only shift gears when you are pedaling. Gears must be shifted in sequence.** Practice shifting where there are no obstacles, hazards or other traffic, until you've built up your confidence. Learn to anticipate the need to shift, and shift to a lower gear before the hill gets too steep. If you have difficulties with shifting, the problem could be mechanical adjustment. See a qualified bicycle shop for help.

WHAT IF IT WON'T SHIFT GEARS?
If moving the shift control one click repeatedly fails to result in a smooth shift to the next gear, chances are that the shift cable or rear derailleur are out of adjustment. Take the bicycle to a qualified bicycle shop to have it adjusted.

"Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything else in the world. It gives women a feeling of freedom and self-reliance. I stand and rejoice every time I see a woman ride by on a wheel... the picture of free, untrammelled womanhood."

–Susan B. Anthony

PEDALS

1. Toe overlap is when your toe can touch the front wheel when you turn the handlebars to steer while a pedal is in the forward-most position. This is common on small-framed bicycles and is avoided by keeping the inside pedal up and the outside pedal down when making sharp turns. On any bicycle, this technique will also prevent the inside pedal from striking the ground in a turn.

⚠ **WARNING: Toe overlap could cause you to lose control and fall. Whether you have overlap or not, you must keep the inside pedal up and the outside pedal down when making sharp turns.**

TIRES AND TUBES

Tires

Bicycle tires are available in many designs and specifications, ranging from general-purpose designs to tires designed to perform best under very specific weather or terrain conditions. If, once you've gained experience with your new bicycle, you feel that a different tire might better suit your riding needs, PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop can help you select the most appropriate design.

The size and pressure rating are marked on the sidewall of the tire *(see Fig. 6).* The part of this information which is most important to you is tire pressure.

⚠ **WARNING: Never inflate a tire beyond the maximum pressure marked on the tire's sidewall. Exceeding the recommended maximum pressure may blow the tire off the rim, which could cause damage to the bicycle and injury to the rider and bystanders.**

The best and safest way to inflate a bicycle tire to the correct pressure is with a bicycle pump which has a built-in pressure gauge.

⚠ **WARNING: There is a safety risk in using gas station air hoses or other air compressors. They are not made for bicycle tires. They move a large volume of air very rapidly, and will raise the pressure in your tire very rapidly, which could cause the tube to explode.**

Tire pressure is given either as maximum pressure or as a pressure range. How a tire performs under different terrain or weather conditions depends largely on tire pressure. Inflating the tire to near its maximum recommended pressure gives the lowest rolling resistance, but also produces the harshest ride. High pressures work best on smooth, dry pavement.

Very low pressures—those at the bottom of the recommended pressure range—give the best performance on smooth, slick terrain such as hard-packed clay, and on deep, loose surfaces such as deep, dry sand.

Tire pressure that is too low for your weight and the riding conditions can cause a puncture of the tube by allowing the tire to deform sufficiently to pinch the inner tube between the rim and the riding surface.

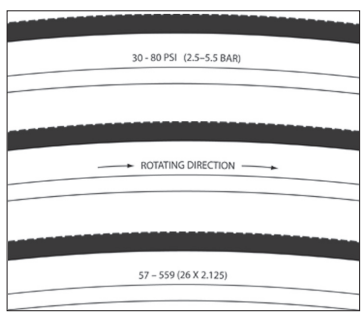


Figure 6

CAUTION: Pencil type automotive tire gauges can be inaccurate and should not be relied upon for consistent, accurate pressure readings. Instead, use a high quality dial gauge.

Some tires may need to be brought up to pressure every week or two, so it is important to check your tire pressures before every ride.

Your tires have a unidirectional tread, meaning their tread pattern is designed to work better in one direction than in the other. The sidewall marking of a unidirectional tire will have an arrow showing the correct rotation direction.

Tire Valves

PUBLIC bicycles have either a Shrader or Presta valve *(see Fig. 7)*. A Schraeder valve is the type of valve that comes on an automobile and operates likewise. Presta valves have a narrow diameter and are specific to bicycle tires. To inflate a Presta valve tube using a Presta-headed bicycle pump: remove the valve cap; unscrew (counterclockwise) the valve stem lock nut; push down on the valve stem to free it up; push the pump head on to the valve head; inflate. To inflate a Presta valve with a Schraeder valve pump fitting, you'll need a Presta adapter (available at a qualified bicycle shop) which screws on to the valve stem once you've freed up the valve. The adapter fits into the Schraeder pump fitting. Close the valve after inflation. To let air out of a Presta valve, open up the valve stem lock nut and depress the valve stem.

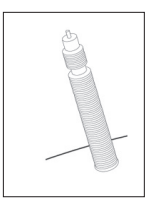


Figure 7

⚠ **WARNING: We highly recommend that you carry a spare inner tube when you ride your bicycle. Patching a tube is an emergency repair. If you do not apply the patch correctly or apply several patches, the tube can fail, resulting in possible tube failure, which could cause you to lose control and fall. Replace a patched tube as soon as possible.**

Service

⚠ **WARNING: Technological advances have made bicycles and bicycle components more complex, and the pace of innovation is increasing. It is impossible for this manual to provide all the information required to properly repair and/or maintain your bicycle. In order to help minimize the chances of an accident and possible injury, it is critical that you have any repair or maintenance which is not specifically described in this manual performed by a qualified bicycle shop. Equally important is that your individual maintenance requirements will be determined by everything from your riding style to geographic location. Consult PUBLIC (*toll-free,* 1-888-450-0123) or a qualified bicycle shop for help in determining your maintenance requirements.**

⚠ **WARNING: Many bicycle service and repair tasks require special knowledge and tools. Do not begin any adjustments or service on your bicycle until you have learned from PUBLIC (*toll-free,* 1-888-450-0123) or a qualified bicycle shop how to properly complete them. Improper adjustment or service may result in damage to the bicycle or in an accident which can cause serious injury or death.**

If you want to learn to do major service and repair work on your bicycle:

1. Ask PUBLIC or a qualified bicycle shop for copies of the manufacturer's installation and service instructions for the components on your bicycle, or contact the component manufacturer.
2. Ask PUBLIC or a qualified bicycle

shop to recommend a book on bicycle repair.

3. Ask PUBLIC or a qualified bicycle shop about the availability of bicycle repair courses in your area.

We recommend that you ask a qualified bicycle shop to check the quality of your work the first time you work on something and before you ride the bicycle, just to make sure that you did everything correctly. Since that will require the time of a mechanic, there may be a modest charge for this service.

We also recommend that you ask PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop for guidance on what spare parts, such as inner tubes, light bulbs, etc., would be appropriate for you to have once you have learned how to replace such parts when they require replacement.

SERVICE INTERVALS

Some service and maintenance can and should be performed by the owner, and require no special tools or knowledge beyond what is presented in this manual.

The following are examples of the type of service you should perform yourself. All other service, maintenance and repair should be performed in a properly equipped facility by a qualified bicycle mechanic using the correct tools and procedures specified by the manufacturer.

1. **Break-in Period:** Your bicycle will last longer and work better if you break it in before riding it hard. Control cables and wheel spokes may stretch or "seat" when a new bicycle is first used and may require readjustment by a qualified bicycle shop. Your Mechanical Safety Check *(see p. 8)* will help you identify some things that need readjustment. But even if everything seems fine to you, it's best to take your bicycle to a qualified bicycle shop for a checkup. PUBLIC typically suggest you bring the bicycle in for a 30-day checkup. Another way to judge when it's time for the first checkup is to bring the bicycle in after about 10 to 15 hours of riding. But, if you think something is wrong with the bicycle, take it to a qualified bicycle shop before riding it again.
2. **Before every ride:** Mechanical Safety Check *(see p. 8)*.
3. **After every long or hard ride, if the bicycle has been exposed to water or grit or at least every 100 miles:** Clean the bicycle and lightly lubricate the chain's rollers with a good quality bicycle chain lubricant. Wipe off excess lubricant with a lint-free cloth. Lubrication is a function of climate. Talk to PUBLIC (toll-free, 1-888-450-0123) or a qualified bicycle shop about the best lubricants and the recommended lubrication frequency for your area.
4. **After every long or hard ride or after every 10 to 20 hours of riding:**
   - Squeeze the front brake and rock the bicycle forward and back. Everything feel solid? If you feel a clunk with each forward or backward movement of the bicycle, you probably have a loose headset. Have a qualified bicycle shop check it.
   - Lift the front wheel off the ground and swing it from side to side. Feel smooth? If you feel any binding or roughness in the steering, you may have a tight headset. Have a qualified bicycle shop check it.

- Grab one pedal and rock it toward and away from the centerline of the bicycle; then do the same with the other pedal. Anything feel loose? If so, have a qualified bicycle shop check it.
- Take a look at the brake pads. Starting to look worn or not hitting the wheel rim squarely? Time to have a qualified bicycle shop adjust or replace them.
- Carefully check the control cables and cable housings. Any rust? Kinks? Fraying? If so, have a qualified bicycle shop replace them.
- Squeeze each adjoining pair of spokes on either side of each wheel between your thumb and index finger. Do they all feel about the same? If any feel loose, have a qualified bicycle shop check the wheel for tension and trueness.
- Check the tires for excess wear, cuts or bruises. Have a qualified bicycle shop replace them if necessary.
- Check the wheel rims for excess wear, dings, dents and scratches. Consult a qualified bicycle shop if you see any rim damage.
- Check to make sure that all parts and accessories are still secure, and tighten any which are not.
- Check the frame, particularly in the area around all tube joints, the handlebars, the stem and the seatpost for any deep scratches, cracks or discoloration. These are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced.

⚠ **WARNING: Like any mechanical device, a bicycle and its components are subject to wear and stress. Different materials and mechanisms wear or fatigue from stress at different rates and have different life cycles. If a component's life cycle is exceeded, the component can suddenly and catastrophically fail, causing serious injury or death to the rider. Scratches, cracks, fraying and discoloration are signs of stress-caused fatigue and indicate that a part is at the end of its useful life and needs to be replaced. While the materials and workmanship of your bicycle or of individual components may be covered by a warranty for a specified period of time by the manufacturer, this is no guarantee that the product will last the term of the warranty. Product life is often related to the kind of riding you do and to the treatment to which you submit the bicycle. The bicycle's warranty is not meant to suggest that the bicycle cannot be broken or will last forever. It only means that the bicycle is covered subject to the terms of the warranty.**

5. **As required:** If either brake lever fails the Mechanical Safety Check *(see p. 8),* don't ride the bicycle. Have your local bicycle shop check the brakes.
6. **Every 50 hours of riding:** Take your bicycle to a qualified bicycle shop for a complete checkup.

IF YOUR BICYCLE SUSTAINS AN IMPACT:

First, check yourself for injuries, and take care of them as best you can. Seek medical help if necessary.

Next, check your bicycle for damage.

After any crash, take your bicycle to a qualified bicycle shop for a thorough check.

⚠ **WARNING: A crash or other impact can put extraordinary stress on bicycle components, causing them to fatigue prematurely. Components suffering from stress fatigue can fail suddenly and catastrophically, causing loss of control, serious injury or death.**

Appendix A

FASTENER TORQUE SPECIFICATIONS

- Correct tightening torque of threaded fasteners is very important to your safety. Always tighten fasteners to the correct torque. In case of a conflict between the instructions in this manual and information provided by a component manufacturer, consult with PUBLIC (*toll-free,* 1-888-450-0123) or a qualified bicycle shop for clarification. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt.
- Always use a correctly calibrated torque wrench to tighten critical fasteners on your bicycle. Carefully follow the torque wrench manufacturer's instructions on the correct way to set and use the torque wrench for accurate results.
- Always use the correct size Allen socket, open-end or box-end wrench. Avoid use of a crescent wrench or vice grips as they can damage components.

FASTENER RECOMMENDED TORQUE:

- FRONT WHEEL AXLE NUTS 180-240 IN-LBS
- REAR WHEEL AXLE NUTS 240-300 IN-LBS
- PEDALS 300-360 IN-LBS
- SEAT POST CLAMP 130-170 IN-LBS
- STEM BINDER BOLT 145-180 IN-LBS
- HANDLEBAR CLAMP 120-145 IN-LBS
- BRAKE LEVER CLAMP 25-35 IN-LBS
- SHIFTER CLAMP 25-30 IN-LBS

PUBLIC Bikes, Inc. LIMITED WARRANTY

PUBLIC Bikes, Inc. warrants each frame, fork, and original component part of the bicycle against defects in workmanship and materials:

- The bicycle frame and fork are covered for the lifetime of the original owner
- Paint, decals and all components are covered for a period of one (1) year
- All original parts are covered for a period of one (1) year

This warranty does not cover:

- Normal wear and tear
- Improper assembly
- Improper follow-up maintenance
- Installation of parts or accessories not originally intended for, or compatible with, the bicycle as sold
- Damage or failure due to accident, misuse, abuse, or neglect
- Labor charges for part replacement or changeover

This warranty is void in its entirety by any modification of the frame, fork, or components. This warranty is expressly limited to the repair or replacement of a defective item and is the sole remedy of the warranty. This warranty extends from the date of purchase, applies only to the original owner, and is not transferable. PUBLIC Bikes, Inc. is not responsible for incidental or consequential damages. Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you. Claims under this warranty must be made through PUBLIC. Please email us at **customerservice@publicbikes.com** or **call 888.450.0123.** Proof of purchase is required. This warranty gives the consumer specific legal rights, and those rights may vary from place to place. This warranty does not affect the statutory rights of the consumer.

“Life is like riding a bicycle – in order to keep your balance, you must keep moving.” **–Albert Einstein**

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